

Stock Compact Rules

Revised March 2018
2018 Changes in Red

General Safety

1. Compact cars will consist of rear wheel drive cars (106in• wheelbase or smaller) and any front wheel drive car (except for 1985 and older Eldorado, Tornado or Riviera).
2. No wedged sedans or smash top wagons.
3. Factory gas tanks must be removed! **You must use a metal 5 gallon fuel cell, Jerry can, or boat tank mounted tightly inside of the car. YOU WILL NOT RUN IF NOT INSTALLED SAFELY!!!**
4. Mount it wisely and not against or close to a door, if it is damaged, loose or leaking in inspection or during the race, you will be shut down! Must use steel or fuel injection hose, must be clearly marked and double clamped. Must be bolted to the floor.
5. **Battery must be mounted securely and safely to the passenger floor. Milk crates, ratchet straps, seat belts screwed to the floor are not acceptable. YOU WILL NOT RUN IF NOT SAFE!!**
6. All interior with exception of Dashboard and drivers door panel and drivers seatbelt must be removed.
7. All windows, bumper covers, headlights, taillights, header panel, mouldings, and trim must be removed.
8. This class is for the beginner driver and new enthusiast to join the sport, so there will be no strengthening of cars unless noted for safety purposes.
9. **12"x 12" roof sign mandatory. You will be running your own numbers**

Cage

1. Mandatory rear cage bar from side to side behind drivers seat. Max 3in diameter pipe or square tubing. May be bolted or welded in place. Must be secure!
2. Dash bar and door bars are optional for safety.

Body

1. Front windshield bar is mandatory. Pipe, angle iron, flat steel, square tube, or all thread are acceptable. Max 2in diameter.
2. Hood is to be open for inspection. Four 1/2in diameter hood bolts, Four spots of 9wire, or Four spots of 3/8in chain can be used to close hood after inspection. Hood must have one 12in hole cut near center, excess metal must be removed.

3. Doors must be secured shut. Drivers door only may be welded solid with a protective panel. Passenger doors may be secured shut by either welding three 3in x 3in plates per vertical seam, or chaining with 3/8in chain in three spots per vertical seam, 9wire in three spots per vertical seam, or 1in banding in three spots per vertical seam.
4. Trunk lid must remain in factory location. Trunk lid must have one 8in hole with excess metal cut away for inspection. Trunk Lid may be secured shut by either welding two 3in x 3in plates per seam, or chaining with 3/8in chain in three spots per seam, 9wire in three spots per seam, or 1in banding in three spots per seam.

Bumper

1. Bumper must be factory for car. Bumper must be mounted factory. If bumper is plastic a steel bumper from the same make and model may be used if available.
2. One bumper chain per frame rail may be bolted or welded to the frame rail or core support and then bolted or welded to the bumper. 3/8in chain Max or 2 twisted strands of 9wire.

Suspension

1. Factory working suspension must be used. No reinforcement or strengthening of suspension components will be allowed. Must be factory for that car. No adding parts such as strut bars and sway bars.
2. OEM wheels must be used. No weld-in centers. No beadlocks or no solid wheels.
3. No connecting V-bar or Ag tires.

Engine/Transmission

1. No swaps.
2. Carb conversions may be done but limited to manifold and Carb.
3. No performance parts.
4. One chain 3/8 max may be bolted to the engine and welded to the engine crossmember vertically to work as an engine hold down. This can not in any way strengthen the frame in anyway.
5. Aftermarket shifters and gas pedals are allowed